



AEROMODELLERS
NEW SOUTH WALES



Blactown Aereomodellers Club (BAC) in conjunction with Sydney FPV hosted an FPV/Quad racing event at the the BAC field, located at the Sydney International Shooting Centre (Kemps Creek) on November 20th. John Kastelan says that “although it was a warm day there were still 22 entries”. BAC’s VP Blake Barden did well, coming in first in each of his four heats.



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Diary Notes

Next Aeromodellers NSW Meeting

Friday 9th December 2016, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Following Aeromodellers NSW Meeting

Friday 10th February 2017, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #393 (January/February 2017) deadline for submissions:
Tuesday 17th January 2017.

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Please forward any changes of mail or email address together with your AUS Number directly to the Registrar





General Monthly Management Committee Meeting Minutes

Aeromodellers NSW Inc

DOOLEY'S Waterview Club
Cnr Clyde St & Silverwater Rd, Silverwater

Friday 11th November 2016

Meeting Opened: 8:00pm

Attendees: J Slaverio Education Officer, B Carpenter President, S Norrie Treasurer, G Hutchinson ROW, J Randle NSW Pylon, B Thrift CVRCMAC, J Deece HMAS, A Nolan PRO, G Atkinson WRCS, G Hoy CMAC, R Masters WPMAC, T Nolan Secretary

Visitors:

Apologies: D Lewis Coota, D Costelloe QFS, E Ashley CVRCMAC

Minutes: Motion: That the minutes of the meeting held on the 14 October 2016 at DOOLEY'S Waterview Club, Silverwater as published in Newsletter 390 be accepted as a true and correct record of that meeting.

That the financials from the August and September 2016 meetings as published in Bulletin 12/2016-17, and attached to November 2016 agenda be accepted.

Moved: CMAC **Seconded:** NSW SAS **Carried**

Business Arising:
Nil

Correspondence: *(N.B. Items of correspondence with one * are for information, items with two ** require a decision).*

Correspondence In:

From MAAA:

- M 1.1 Secretary, Changes to the ACTAA Executive.
- M 1.2 Secretary, Executive minutes from August/September.
- * M 1.3 President, Senate Enquiry, terms of Reference.
- * M 1.3 Secretary, Material for the Presidents meeting in Melbourne.
- * M 1.4 Secretary, National Pack for 2018 Nationals.
- * M 1.5 Secretary, Notice of Special Finance meeting 15 December 2016.
- * M 1.6 Secretary, advice in response to S149 MAAA submission.
- ** M 1.7 Secretary, advice on the closure of the Bankstown Model Museum.



From other than MAAA:

- C 2.1 CASA, display approval for Luskintyre
- C 2.2 B Porman, WRCS, feedback on MAAA Museum proposal
- C 2.3 P Bennet, display application for Scone
- * C 2.4 I Dolby, Wagga, request to host an Instructors Course.
- * C 2.5 CASA, complaint of dangerous flying for investigation
- C 2.6 H McLennan, follow up on Instructor badges, (have been dispatched)
- C 2.7 B Thrift CVRCMAC, MAAA Database enquiry follow up

Late Correspondence:

- ** C 2.8 R Woodcock, MAAA Museum exhibit at Bankstown
- ** C 2.9 R Woodcock, details of model ownership at the MAAA Museum, Bankstown

Correspondence Out:

Nil

Business Arising from Correspondence:

- C 2.4 CFI will add the event into the planning for the next Instructors Course
- C 2.5 Investigation into an allegation of flying over members of the public, members need to be conscious that we cannot fly within 30m of people.

M 1.3 to M 1.7 discussed in MAAA Presidents Conference report in General Business.

Motion: That the inward correspondence is accepted and the outward correspondence be adopted.

Moved WRCS **Seconded:** NSW Pylon **Carried**

Reports

Treasurer **Steve Norrie**

The Treasurer presented his report and submitted the accounts for approval and payment. These will be circulated by bulletin in the normal manner.

Motion: That the Treasurer's report be accepted and the accounts presented be approved for payment.

Moved HMAS **Seconded:** WRCS **Carried**

President **Bob Carpenter**

Your Executive has been working on quite a lot of items and the individual office holders will present the details in their respective reports. The key areas are:

MAAA President's Conference 5th November. Tim Nolan represented us. One of the major items was the acceptance of the Annual Financial report following receipt of the Auditors report. It appears that following the last Council conference where a new auditor was appointed that there are delays in obtaining this report. A Teleconference will be held as soon as the Auditors report is available. Tim will provide more details in his report.

Senate Enquiry. As reported last month there is an enquiry to be held into the operation of drones and all types of remote model aircraft following changes by CASA that came into effect on the 29th





September. The final date for these submissions is the 15th December and following a motion at our last meeting ANSW will be providing a submission to supplement that provided by the MAAA Executive. Discussion on this matter took a major part of the President's Conference. Late Note: we are preparing our submissions but the Senate enquiry may not go ahead as planned. All areas of this matter are extremely fluid and will be reported on at the next meeting

Luskintyre Fly-In. The Luskintyre Fly-In was held on the weekend of the 29/30th October. The location was excellent with lots of flying. This event has been organised by a specialist scale group with major sponsorship from MAAA and was not conducted by ANSW.

Bunnings Christmas Family Promotion. We are continuing with the planning for this event and working both the clubs who have indicated that they wish to be involved. Detailed reports will be provided by both Jackie and Aranka.

ANSW Strategic Planning. Graham Hutchison has been working with Associations Forum, we are a member, to use their services over the reduced activity period of January to work with your executive and Committee to start the planning for the future efforts of ANSW. This will cover many areas as detailed by Graham and we ask that all clubs think about the services and programs that you want to see. We will then use your inputs to work out a comprehensive plan for the next 3-5 years. This we believe is a major item to allow all our members to have input and to ensure that your executive are carrying out a robust program.

Public Relation Officer Aranka Nolan

Luskintyre was a great event and numerous pilots and where interviewed and a lot of video footage, it requested for some funds to edit and make the footage to upload for the web site and social media.

Motion: That \$300 be allocated for video editing of the Luskintyre footage and it use on the web site and social media.

Moved CMAC Seconded: WPMAC Carried

Registrar Dave Lewis

Currently we have 2055 members registered made up of 86 clubs.

Chief Flying Instructor Bob Carpenter

At this point in time we only have notification of two-three people that wish to be included in the next Instructors Course. We have one club that has requested that we hold a Course at their field. The Club is from Wagga. We will start planning for this to be held in the March-April 2017 period.

I am taking this opportunity to notify all our members that I will be standing down as the Chief Flying Instructor and have asked George Atkinson to take on this appointment. Until such time as we identify an assistant for George, I will be continuing to assist in the running of the courses.

Secretary and CASA Liaison Tim Nolan

Presently we have two Area Approval that are in progress, Blacktown (BMAC) and Coffs Harbour (BCRCF) application should be finalised over the next few months.

Education Officer Jackie Slaverio





I have worked with our member clubs and the management of Bunnings to create the opportunity to educate the public and promote our sport. I have provided support activities and attempted to provide gliders as giveaways. Due to circumstances beyond our control the gliders may not be available for the 8th December as these are being provided direct from MAAA. Some Bunnings stores have been very generous and have printed off the colouring in sheets and provided coloured pencils. Our relationship with Bunnings continues to grow from strength to strength. I request that all clubs who are involved in the family fun night on the 8th December please provide photos and stories after the event.

There are continuing discussions and planning with schools in the Sydney basin with a view of forming partnerships in the delivery of training and development of not only drones but also construction and flying of fixed wing aircraft. If you wish to be involved please email the President at robcarp@bigpond.com with your full name, date of birth and club. Please be advised that all those involved will be required to have a Working with Children check and can commit time in a regular pattern (i.e. Friday afternoons 1 to 3 etc.).

If any member wishes to get advice concerning education, aeromodelling and working with schools. I am happy to assist. Please communicate via email to Jackie.slaviero@hotmail.com

Other Reports:

Strategic Planning Grahame Hutchinson Aeromodellers NSW – Proposed Planning Strategy

This document is directed to the attention of all ANSW Clubs – Aerodellers NSW's members.

Further to our last Monthly meeting where a proposal to explore a business plan was identified, we have developed some dot points which could guide this process in the initial stages. These points are listed below in no particular order.

- Casa Liaison
- Executive Committee Structure – Succession Planning
- Land/Field Acquisition Policy
- Cootamundra and other Regional Club land Acquisition activities.
- Re write our Constitution based on changes in Sept 2016 - Fair Trading amendments ready for our next AGM
- Financial Budget for 3 years
- Software for Clubs coordination and support - MAAA Data Base and iBelong2
- Membership Engagement and Communications
- Vision and Mission Statements, keeping in mind our primary Objective is **“To promote the development of Model Aviation in NSW”**.

We wish to encourage all of our Member Clubs to offer additional items to this list which are relevant to their operations.

Given the upheavals that have occurred resulting from the MAAA 4th body proposal, we have had to spend an inordinate amount of time addressing that issue. Now that this is behind us, our organization is certainly moving forwards, with service to its members as the prime objective.





A proper plan will enable the organisation to identify the most urgent matters whilst recognizing the longer term issues that need to be addressed. By transitioning from our current practice of handling the urgent issues as they arise, we shall be able to look from an outside point of view at ANSW in a more relaxed manner and plan **our future over the next three years.**

The recent benefits we have derived from being a member of the Associations Forum may well assist us in preparing a plan, as I believe they may be able to help in providing a Facilitator.

I have just yesterday met with Keith Roberts of the Associations Forum and he has confirmed that they do provide independent and qualified Planning Facilitators who could guide and assist your executive committee in the planning process.

Once we complete the dot point list above, we envisage there would be two or three, four hour planning sessions, with a Facilitator, hopefully in the first month or two of next year in preparation for our Annual General meeting.

Based upon this proposal a letter to all clubs will be sent within the next few days to enlist their contributions to matters for inclusion.

Motion: That the reports be accepted.

Moved WRCS **Seconded:** WPMAC **Carried**

Awards:

Applications received for the approval of MAAA Fixed Wing Power – Silver/Bronze Wings:

Bailey Knowles	CCMAC	88723	Silver
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General Business:

The first item of General Business is:

1. The next General Monthly Management Committee Meeting of Aeromodellers NSW will be held at DOOLEYS Waterview Club, Silverwater commencing at 8pm on Friday 9th December 2016, all members and visitors are welcome.
2. **The MAAA Museum, Bankstown** - The MAAA Museum at Bankstown Aerodrome is closing and the aeromodelling exhibits all need to be removed. It was agreed at the MAAA Presidents' meeting to move the items into storage and put them in a container and ship them to West Wyalong. In discussions with the MAAA President and Federal Secretary we will arrange to identify the size and what storage is required. The issue of the ownership of the various items was discussed and it will require the permission of the owners/ or their next of kin as to what they want done with the items.

To that end the Meeting agreed to rent some storage space for 2 months and arrange for the removal of the exhibits safely until confirmation and instructions can be given as to what to do with the exhibits.

Note: Following the meeting, contact has been made with the Museum Coordinator and it is expected to have all the items removed by the end of the month (November).





3. **Bunnings Event 8th December** - There was discussion on the upcoming Bunnings night on the 8th of December and what support material we could supply to the clubs. Presently we have some 10 clubs participating. Support material will include a banner, t shirts and printed flyers.

Motion: ANSW obtain and supply to the clubs;
10 x ANSW banners \$1000
Flyers to max cost \$1000
5 x ANSW branded t shirts per club max \$1000

Moved CMAC **Seconded:** HMAS **Carried**

4. **MAAA Presidents Conference, Melbourne, 5 November 2016** - Tim Nolan attended the meeting on behalf of ANSW. The meeting was called to review the Auditors report, however due to circumstances beyond the control of the MAAA Executive the report has been delayed by two weeks. When it is available a teleconference will be called and the report adopted.

The land purchase in Bacchus Marsh, Victoria has been finalised and the MASA application has some issues relating to noise that have been raised in the rezoning application. An acoustic survey will be completed and submitted in support of its application.

CASA Regulation Part 149 - the meeting was given an overview of the issues that have been identified with the MAAA accepting a position under the new regulations. It is noteworthy that there are several significant issues that will have a major impact on our flight operations. The MAAA Executive are working through these with Lawyers and ASAC. Similar issues with the proposed changes have also been identified by the other Sporting Aviation bodies and they also are making representations to CASA.

The meeting also reviewed and discussed the issue of the upcoming Senate “Enquiry into Remotely Piloted Aircraft Systems (RPAS), Unmanned Aerial Systems (UAS) and associated systems”, being conducted by Senator Xenophon. Submissions to this Enquiry close on the 15 December and the MAAA have been requested to make a submission, to this end input as to the issues will be collated and the MAAA Lawyers will make a submission on our behalf (**Note:** As passed at the last meeting ANSW will also be making a submission to this Enquiry, the ANSW Executive will be consulting with the MAAA Executive to ensure that there is no conflict in either submission).

The President advised the meeting of the CASA Instrument issued in relation to FPV this permits members of the MAAA to operate without visual reference to the model, in accordance with MOP066.

Details of the Member survey of an MAAA Museum were tabled of 7293 recipients, there were 849 responses (11.6% of the membership), and these numbers make the survey statistically valid. From the survey some 52% of the members were negative, (against the creation of a museum). As such the meeting resolved with the closing of the Bankstown Museum to put the items into a container and it could be located at West Wyalong (Note: this matter was covered earlier in General Business).

The meeting then considered the MAAA Membership survey results, this survey provided a number of detailed insights as to level of service to clubs, and some of the issues with club memberships including capping of membership by some clubs etc. These results will be released in due course by the MAAA Federal Secretary.

There being no further business before the meeting, the meeting was declared closed at 9.40pm



Aeromodellers NSW 2016/17 Calendar

(Compiled 26 November 2016)

Unless otherwise advised Aeromodellers NSW Meetings are held the 2nd Friday of every Month.

Dec 2016

3-4	RC Precision Aerobatics State Championships	Pitt Town	Felix Nieuwenhuizen	0428 880 633
9	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
11	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Jan 2017

26-29	37th Armidale Sailplane Expo	Armidale	Hutton Oddy	0425 285 758
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Feb 2017

4-5	Old Timers Competition	Orange	Steve Smedley	0418 577 834
10	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
18-19	Banjo Patterson Scale Rally	Orange	Steve Smedley	0418 577 834

Mar 2017

10	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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Apr 2017

14	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
14-16	NEFA (NAAS Club Field)	Canberra	Peter Pine	02 6676 1437

May 2017

12	Aeromodellers NSW General Mtg & AGM Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
20-21	COMSOA Scale Fun fly	Metford	Jason Russ	0414 505 212

Jun 2017

9	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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Jul 2017

14	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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Aug 2017

11	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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Sep 2017

8	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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Oct 2017

13	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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Nov 2017

10	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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22-26 Invitational Scale Classic Downunder 2017	Cootamundra	Cheryl Rolfe	cheza1954@iprimus.com.au
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Club News & General Interest

FPV/Quad Racing at Blacktown (Kemps Creek)

John Kastelan (BAC)

A few shots from the FPV/Quad Racing event held on the 26th November at BAC in conjunction with Sydney FPV. Considering a very warm day there were still 22 entries and our Vice President (Blake Barden) managed to do well - came first in each of his 4 heats.

Like it or not, this is where the hobby is heading. Lots of precise hi-tech computer gear at hand with live monitors so that you can see what the pilot sees. Then very fast racing gear and lots of human skill.....I myself still prefer oily hands.





Twas the Night Before an R/C Christmas

by Carl Layden - Reproduced from Model Airplane News

<http://www.modelairplanenews.com/blog/2011/11/18/twas-the-night-before-an-rc-christmas-poem/>

**Twass the night before Christmas, when all through the workshop
Not a creature was stirring or sanding, the work had all stopped.
The airplanes were hung from the ceiling with care,
In hopes that new ARFS soon would hang there.**

The R/C Modelers nestled all snug in their beds,
While visions of IMAC gold danced in their heads.
And practicing Lomcevaks & torque rolls in a cap (232),
Settled our brains with an outside snap (or two).

When out on the airfield there arose such a clatter,
I sprang from the bed to see if it was servo chatter.
Away to the window I flew like a Fieseler Storch,
Tripped and fell down, the stairs to the porch.

Dazed and confused I looked out at the snow,
The lustre from landing lights illuminated below.
When, what to my wondering eyes should appear,
But a miniature aircraft it looked like a Lancair.

With a little old driver, so lively and quick,
a little like John, maybe Gerry, of course it's St Nick!
More rapid than turbines his coursers they came,
And he hooted & holl'rd calling them names!

"Now Clevis! now Castor! now Pushrod and Carbon!
On, Crash! On, Spinner! on Propeller and Aileron!
To the top of the porch! to the top of the wall!
Dash-8, DASH-8 Avoid it you all!"

As scale Spitfires and Hurricanes fly,
So nimble and graceful when they mount to the sky.
So up to the house-top the coursers they flew,
A load full R/C goodies, and St Nicholas too.

And then, in a twinkling, I heard on the roof
The brakes locking up, good thing they're rustproof.
As I shook my head in complete and total skepticism,
Down the chimney St Nicholas came with a Speckrum DX7.

He was dressed in a flight suit, from his head to his toe,
They were covered logos for servos and nitro.
A bundle of R/C gear flung on his back,





Cool stuff like at Toledo, I wanted his pack.
His eyes-how they twinkled! his dimples how merry!
His cheeks were like roses, his nose like a cherry!
His fingers glued together drawn up like a bow,
A little CA debonder will help them let go.

The end of an x-acto knife held tight in his teeth,
One little sneeze and it would stab something beneath.
He had a broad face and a little round belly,
That shook when he laughed, like a bowlful of jelly!

He was chubby and plump, an R/C pilot or elf,
And I laughed when I saw him, he was shaped like myself!
A wink of his eye and a Twist 3D in his hand,

He could really fly well and knew how to land.
He spoke not a word, but went straight to his work,
Filling stockings with servos and parts, how berserk!
And laying his finger aside of his nose,
And giving a nod, up the chimney he rose!

He jumped to his plane and shouted "ALL CLEAR",
Then starting the engine he took to the air.
But I heard him exclaim, 'ere he drove out of sight,
"Happy Christmas to all, I'm Flying JR tonight!"



The Real Gremlins of WWII

As discovered at <http://mysteriousuniverse.org/2015/07/the-real-gremlins-of-wwii/> - by Brett Swancer

When most people hear the word “gremlins,” the first image that may pop into their heads is that of the strange reptilian creatures from the 1984 Joe Dante film of the same name, where the titular little monsters run amok and cause chaos within a small town. However, what some people may not realize is that these were actually based upon allegedly real entities which, during the Second World War and even before, plagued pilots and aircraft crew with all manner of mischief as they battled in the skies during one of the bloodiest eras of human history. Here in the bloody skies of WWII, among the seemingly never-ending smoke, bomb blasts, strafing anti-aircraft fire, buzzing enemy aircraft, and death, the crews of various aircraft from all sides were faced with a new enemy; bizarre impish beasts that were said to infest aircraft and seemed to want nothing more but to create havoc and bring them down from the clouds.



The origin of the modern term “gremlin” is disputed, but is often said to derive from the Old English word *greme*, which means to vex or annoy. It refers to a type of mischievous gnome-like imp or demon, typically said to be around a foot tall, which probably has its roots in the old folklore of goblins and fairies. The original early representation of these creatures was that of skilled craftsmen with a superhuman proficiency with machinery of all types, and they were once credited by some with helping mankind along with our technology, such as in the creation of the steam engine and even claims that they helped with Benjamin Franklin’s work with electricity. Yet for all of the benevolent early folklore associated with the impish creatures, it was their penchant for mischief and mayhem that they would become most known for.



The modern version of the gremlin as a malicious, trouble making hell raiser has its origins with British airmen, some of whom believed that there were miniature imps, gnomes, or fairies which seemed to show an intense interest in aviation and caused aircraft or navigational malfunctions. One of the first mentions of the creatures can be traced back to an early reference to them in the early 1900s in a British newspaper called the *Spectator*, in which it was written:

“The old Royal Naval Air Service in 1917 and the newly constituted Royal Air Force in 1918 appear to have detected the existence of a horde of mysterious and malicious sprites whose whole purpose in life was...to bring about as many as possible of the inexplicable mishaps which, in those days as now, trouble an airman’s life.”

The existence of such weird entities became truly popularized starting in 1923, when a British pilot crashed his plane into the sea and later reported that the accident had been caused by tiny creatures which had followed him aboard his plane and proceeded to create havoc aboard the aircraft, sabotaging the engine, messing around with the flight controls, and ultimately causing it to crash. The story spread, and it wasn’t long before other British pilots also began to complain of being harassed by similar





miniature troll-like creatures with a mastery of technology and machinery, which caused engine failures, electrical malfunctions, communications shutdowns, bad landings, freak accidents, and pretty much anything else that could possibly ever go wrong with an aircraft.

Gremlins were said to engage in such a myriad of bad behavior as sucking the gas out of tanks through hoses, jamming radio frequencies, mucking up landing gear, blowing dust or sand into fuel pipes or sensitive electrical equipment, cutting wires, removing bolts or screws, tinkering with dials, knobs or switches, jostling controls, slashing wings or tires, poking or pinching gunners or pilots, banging incessantly on the fuselage, breaking windows, and a wide variety of other prankish acts. There were even pilots who claimed that the creatures had telepathic powers and could create realistic illusions in a victim's mind, such as the appearance of the ground or a mountain emerging suddenly from the clouds. They were also sometimes reported to be seen sitting

out upon the nose of the plane or the wings of aircraft in midflight tampering with the wings or even the engines. On occasion the gremlins were said to shout, giggle, whisper, growl, or otherwise make noise so as to distract aircraft crews, in particular gunners as they were lining up their sights on an enemy and pilots when performing maneuvers for which total concentration was a necessity. Such reports spread quickly through the ranks and by the end of the 1920s it seemed like any pilot who had ever had an aircraft problem of any kind had seen the things, and they were commonly reported throughout the Royal Air Force by pilots stationed in such far flung places as Malta, the Middle East, and India.

One of the most famous alleged gremlin accounts from this period was made by none other than the renowned American aviator, author, inventor, military officer, explorer, and social activist Charles Lindbergh as he was engaged in his historic nonstop solo flight over the Atlantic from New York to Paris in May of 1927. Lindbergh had been flying his single-engine single-seat plane Spirit of St. Louis from the Roosevelt Field in Garden City, NY to Le Bourget Field in Paris, France, which was to be an epic 3,600 mile (5,800 km), 33 and a half hour flight and the first ever of its kind. In the 9th hour of being airborne, Lindbergh reported that he had suddenly felt somewhat detached from reality and found himself surrounded by several vaporous, strange looking beings within the cramped confines of his tiny cabin, which spoke to him and demonstrated incredibly complex knowledge of navigation and flight equipment. Interestingly, in this case rather than cause mischief, Lindbergh said that the gremlins actually kept him alert and reassured him that he would remain safe on his journey. Lindbergh kept this bizarre experience to himself for years until the account was finally published in his 1953 book *The Spirit of St. Louis*. Interestingly, this would not be the only report of benevolent gremlin activity, as there were other accounts from time to time that told of the typically mischievous monsters helping pilots avert disasters or alerting them





when to turn or change course or altitude, which showed there was more than one facet to whatever the things were.

The actual physical descriptions of gremlins varied rather wildly. In some cases they were described as being little elfish beings similar to humans, wearing bright red or green double-breasted frock coats, old fashioned hats with feathers, and pointed shoes. The skin color could be green, gold, pink, or red. Others gave the entities a more sinister appearance, saying that they looked animalistic, with hairy bodies, large, pointed ears, deep red or even glowing eyes, and horns. Still other reports speak of gremlins as having hairless grey skin, being vaguely reptilian in appearance, and having enormous mouths filled with pointy teeth. There were cases that said they looked like jackrabbits, bull terriers, or some combination of both. In some cases they were merely wispy entities seemingly composed of mist or smoke. Some accounts mention webbed hands and feet, fins, or bat-like wings. Size descriptions also varied considerably, with gremlins said to be anywhere between a mere 6 inches tall all the way up to three feet in height. In some cases, they were said to have large feet with suction cups or even leather shoes with hooks, both of which enabled them to walk about on the outside of aircraft or to hang upside down. One common trait in all reports is that through whatever means, gremlins were known to be able to adhere to the outer fuselage of planes and to withstand incredible temperature extremes, high altitudes, and violent winds.



Gremlins and their bothersome antics were reported throughout the 1920s and 30s, but perhaps the period of the most intense alleged gremlin activity was during the fierce fighting of World War II. Reports of gremlins were especially prolific among the UK's RAF (Royal Air Force) units, especially the high-altitude Photographic Reconnaissance Units (PRU), which flew perilous missions in unarmed, unarmored Spitfires and Mosquitoes at great heights on photographic missions over enemy territory. It was during these harrowing missions, when pilots operated in bitter, biting cold as heat was redirected to the cameras to keep them warm, that the little monster tricksters were regularly seen and blamed for all manner of otherwise inexplicable technical troubles and woes. In some cases, mechanical problems would arise only to mysteriously right themselves again as soon as the planes landed or the gremlins were gone.

The Battle of Britain, an enormous air campaign waged against the United Kingdom by the German Air Force (Luftwaffe) during the summer and autumn of 1940 in particular saw many cases of reported gremlin activity, so much so in fact that the British Air Ministry even acknowledged the problem and made serious attempts to investigate the phenomenon. The Ministry even went as far as to have a service manual written up by a "Gremlorist," Pilot Officer Percy Prune, which was an official document consisting of a list of the creatures' exploits, how to placate or distract them, and various ways to avoid accidents due to their presence, such as not displaying bravado, arrogance or over confidence, which was thought to attract the creatures. There were also posters that warned of the malicious little monsters, as well as bulletins which often included the following ditty:

This is the tale of the Gremlins
 As told by the PRU
 At Benson and Wick and St Eval-
 And believe me, you slobs, it's true.
 When you're seven miles up in the heavens,
 (That's a hell of a lonely spot)





And it's fifty degrees below zero,
Which isn't exactly hot.
When you're frozen blue like your Spitfire,
And you're scared a Mosquito pink.
When you're thousands of miles from nowhere,
And there's nothing below but the drink.
It's then that you'll see the Gremlins,
Green and gamboge and gold,
Male and female and neuter,
Gremlins both young and old.
It's no good trying to dodge them,
The lessons you learnt on the Link
Won't help you evade a Gremlin,
Though you boost and you dive and you jink.
White one's will wiggle your wing tips,
Male one's will muddle your maps,
Green one's will guzzle your glycol,
Females will flutter your flaps.
Pink one's will perch on your perspex,
And dance pirouettes on your prop,
There's a spherical middle-aged Gremlin,
Who'll spin on your stick like a top.
They'll freeze up your camera shutters,
They'll bite through your aileron wires,
They'll bend and they'll break and they'll batter,
They'll insert toasting forks into your tyres.
And that is the tale of the Gremlins,
As told by the PRU,
(P)retty (R)uddy (U)nlikely to many,
But a fact, none the less, to the few.

At first this seemed to be a phenomenon completely unique to the Royal Air Force and it was often whispered among airmen that the gremlins were in league with the enemy, but it later became apparent that enemy aircraft were also suffering from the creatures' tomfoolery and that they took no sides, taking equal glee in harassing both British and enemy aircraft alike. When the American Allies came to British shores, they too began to experience the strange phenomenon. American pilots and airmen typically described seeing strange creatures out on the wings of the aircraft, where they would fiddle around with the aileron, which is the hinged flight control surface on the wing that allows it to roll or bank. So persistent were the stories of gremlins fiddling and tampering with the aileron of American aircraft that the Americans often referred to the creatures as Yehudis, after a famous violinist of the time, because they were always fiddling.

One American Boeing B17 pilot during WWII known only as L.W. had a rather bizarre and harrowing experience with gremlins typical of these encounters while engaged in a combat mission. The man reported that as he was taking the enormous plane higher he could hear a strange sound coming from the engine and instruments on the panel in front of him started going haywire. When the confused pilot looked outside to his right he saw an freakish "entity" outside of the plane's window latched onto the plane that was described as 3 feet tall, with abnormally long arms, grey hairless skin, deep red eyes, a gaping mouth full of teeth, and pointed ears with tufts of black hair at the ends like "owl ears," just staring





in at him from the wind and bitter cold beyond the glass. When the frightened pilot looked to the nose of the aircraft he was astonished to see yet another one of the creatures apparently dancing about out there and pounding away haphazardly at the fuselage. The pilot thought at first that he was perhaps hallucinating or experiencing disorientation, but he reported that he felt sharp and in control of his senses. The pilot said that the strange creatures appeared to be laughing maniacally, and that they gleefully cavorted about outside of his plane pulling on whatever they could get their clawed hands on, banging on the aircraft with all of their might, and obviously trying their best to bring the plane down. After a bit of maneuvering the pilot managed to shake the critters off of his plane, although he would later say he had no idea if they had fallen to their deaths or merely jumped to another plane. L.W. was apprehensive about telling anyone about the frightening ordeal, but when he told a gunner friend of his about it, the gunner reported having had a similar experience on a training mission just a few days before.

Interestingly, there is a rather bizarre incident pertaining to an American aircraft from 1939, before America's participation in the war, which may or may not be related to gremlins but seems worth mentioning. Allegedly, a transport plane left the Marine naval Air Force Base in San Diego, California at around 3:30 in the afternoon in the late summer of 1939 on a routine flight to Honolulu with a crew of 13. Somewhere around three hours into the flight, it was reported that the aircraft made a sudden distress call, after which communications went dead. Despite the fact that its radio had gone completely silent, the plane managed to arrive back at its base, yet the way it limped in for a bumpy, sloppy emergency landing and the heavy damage on its exterior that almost looked like missile damage immediately worried the ground crew. As soon as the damaged plane had skidded to a halt on the runway, crews moved in to investigate. What they found would horrify them. An inspection of the craft's interior uncovered the bodies of 12 of the plane's crew, all of them displaying gruesome, gaping wounds of unknown origins. Further adding to the strangeness was the fact that the whole cabin reeked of a wretched sulfuric stench, and there were empty bullet shells strewn about the floor of the cockpit as well as the pilot and co-pilot's empty firearms, indicating that the dead men had frantically fired at something. The only survivor was the co-pilot, who had managed to land the plane despite being severely wounded himself. He would die later at a hospital before having any chance to give an account of what had exactly happened aboard the doomed flight.

Reports of gremlins and their knack for hiding aboard planes to sabotage them persisted throughout



WWII, from all sides and nations involved in the conflict, more often than not by experienced pilots and aircraft crew that were sober, level-headed and rational. What could have been at the heart of these accounts? What were all of these people seeing or experiencing? It is often pointed out that the lack of adequate pressurization of aircraft back in those days most likely led to hallucinations, which were then shaped by the stories of little trickster, prankish imps with a tendency to sabotage or damage machinery. There could also have been some element of "passing the buck" so to speak, or deflecting blame for human error by blaming accidents on these fantastical creatures. This could have helped build morale among the men, as it would have been more constructive to blame the gremlins for aircraft mishaps rather than accuse members of their own squadron.

Yet those who claim to have seen gremlins or to have been the victims of their attacks insist that they were no figment of the imagination and were in fact very real.



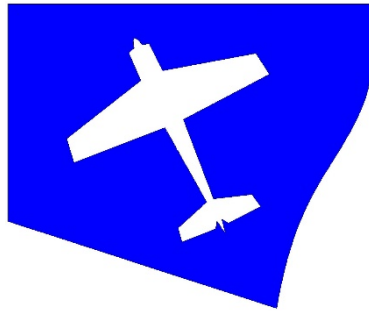


Survivors of the war who have lived to tell the tale have no doubt in their minds that gremlins were a very real threat and that they were no mere folklore or spooky legend, adamantly refusing that all cases can be explained away by mere hallucinations or human error. Nevertheless, these sorts of reports largely fizzled out in the wake of the war's end, and by the 1950s there was very little talk of gremlins among airmen, perhaps largely due to the fact that the military began to strictly discourage rumors or talk of the creatures, calling it unprofessional and morale inhibiting behavior. Most mention of gremlins nowadays is made half-jokingly, when an aircraft experiences trouble or if machinery breaks down or malfunctions for no apparent reason.

So was the gremlin phenomenon all just hallucinations, folklore, overactive imaginations, and tall tales that managed to spread out across aircraft crews of various nationalities to lodge itself squarely into contemporary myth? Or could there have been something else behind the phenomena? Could these have been somehow real creatures that gave air crews a new enemy to face in the heat of battle? If these gremlins were indeed real entities then what could they have been? Could these have been faeries, ghosts, demons, a real animal of some sort, aliens, or something from beyond our dimension? Whether they were real or not, gremlins were indeed very real to many of the brave men who served to risk their lives for their countries high in the treacherous skies of the Second World War. Perhaps next time you are flying in a plane that experiences a sudden technical difficulty or uncommon turbulence, you may just want to look under your seat or peer out of the window just to be sure. You just may see some gremlins peering right back.



Upcoming Events



[Just an average group of flyers with an obsession for precision aerobatics](#)

RC PRECISION AEROBATICS – 2016 **RC Precision Aerobatics NSW State Championships**

The next and last event in the NSW Pattern calendar for 2016 is at Pitt Town NSW.

The Pattern Event (for precision aerobatics (F3A) is being held at Charles Kingsford Smith MAC Pitt Town over two days on the **Saturday 3rd, and Sunday 4th December, 2016**. CKSMAC is located off Pitt Town Bottoms Road, Pitt Town.

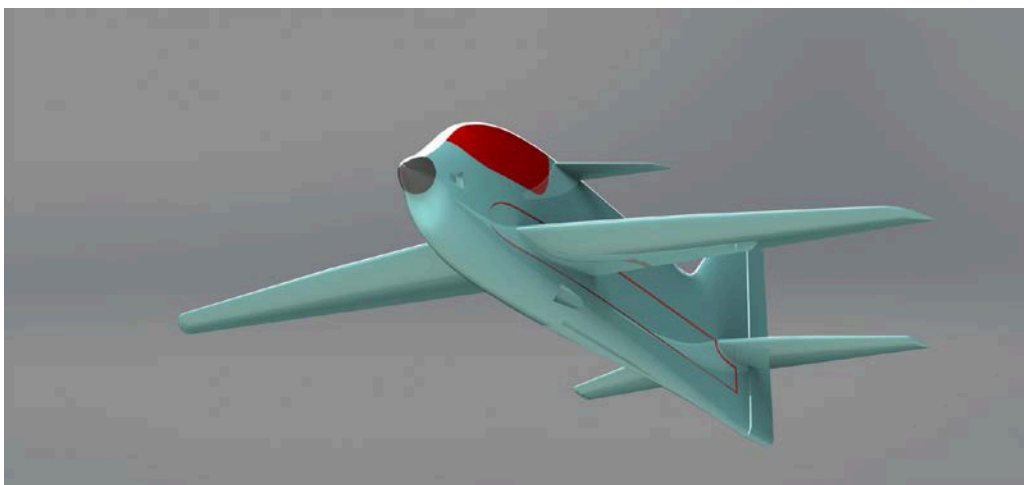
This is the annual State Championship event and is not to be missed.

Please forward your entry by COB on Wednesday 30th November 2016, through the NSW Pattern Flyers website or entry@nswpattern.org.au.

The club will provide a BBQ with sausages etc for you to prepare your own lunch and breakfast on Sunday. Tea and coffee will be available all day. Donations will be accepted for the food.

If you would like to know more about precision aerobatics please visit the NSW Pattern Flyers website (www.nswpattern.org.au) for some great information. If you are new to aerobatics please ring the undersigned for information and suggestions to get started to have a lot of fun and to improve your flying skills. Newcomers will fly in the Sportsman Class. The Schedule is on our site www.nswpattern.org.au

For more information contact Felix Nieuwenhuizen, on 0428 880 633, or at felchem@bigpond.com



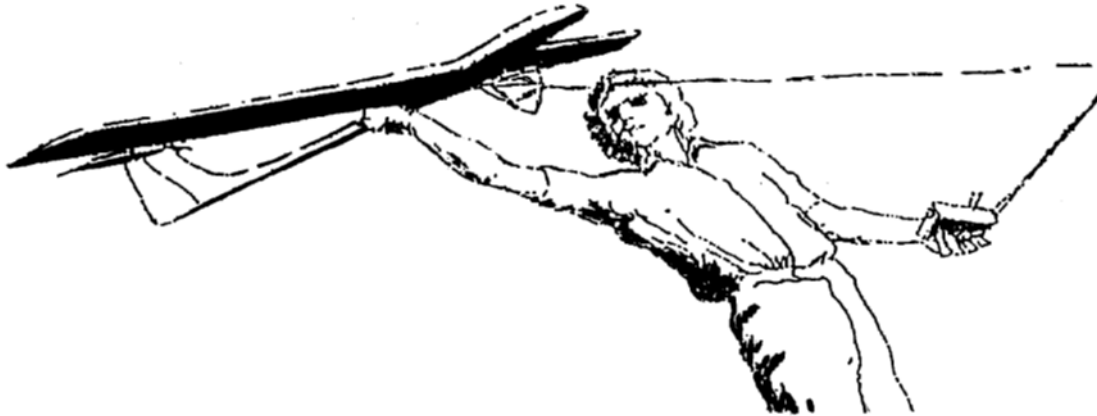
A thing of beauty for the future. Yes it is on the drawing board. Thanks Joe





37th Armidale Sailplane Expo

January 26 to 29, 2017



New England Model Aircraft Club and the Sailplane Expo Trust invite you to beautiful Armidale on the New England Tablelands for the 37th Sailplane Expo. Events will be Australian Open Thermal (10 min flight in 12 min working time, 150m lines, FAI landing tape, all rounds count), F5J (10 min flight envelope, max 30 sec motor run, F5J landing tape) and F3K (a selection of tasks as per FAI rules, if we get enough interest).

F5J will be held as a stand alone event from 1000 on Thursday January 26 until 1300 on Friday January 27.

Open Thermal will be held as a stand alone event from 1330 Friday January 27 until 1400 Sunday January 29.

F3K will be held from 1230 - 1300 each day.

The field will be available for practice Wednesday January 25, 2017

Contact :- Hutton Oddy vhoddy@gmail.com or 0425 285 758





For Sale

Mick Reeves Spitfire



Mick Reeves Spitfire Mk IV kit, 94 inch for 90+ engine, comes with everything including electric retracts.

\$500

Contact John on 0439 772 002 or johnfrances@ozemail.com.au





For Sale

Brand	Name	Type	Wing Span	Size 2S	Size 4S	Price (ONO)
Balsa USA	1/4 Sclae Piper L4 - Box of Sticks	KIT				\$ 400.00
Hanger 9	Mustang - with Motor EVO (With Servos)	RTF - BNF	1480mm			\$ 280.00
Thunder Tiger	Hawk 2000 F/Glass Fuse - cones with Motir and speedy	ARF	2m			\$ 180.00
Thunder Tiger	Soaring Star - Glider - T tail	ARF	2m			\$ 200.00
Thunder Tiger	Heli scale body of a euricoil - Fibre Glass Body Red White 50 Titan size			50		\$ 200.00
VMAR	Piper L4A	ARF	63"	40 -46	52 - 65	\$ 160.00
Great Planes	Super Sporster 90/120 - Box of Sticks	kit	72"			\$ 180.00
Seagull	Nemesis - Sports racer	ARF	142cm	46		\$ 190.00
Starmax	F/A 18E - Complete Radio Batt and Retracts	RTF	686mm			\$ 190.00
Thunder Tiger	Sport 40	ARF	56'	46		\$ 120.00
Thunder Tiger	Sea Fury - F/Glass Fuse	ARF	67.75"	91 -120		\$ 400.00
VQ	Space Walker - Single Seat	ARF	58'	46		\$ 160.00
	Shoe String	ARF	160cm	61 - 75	91 -120	\$ 190.00
	Sukhoi SU29 - Ready to Cover	RTC	57.5"			\$ 160.00
Balsa USA	Force One - Like a flying Wing	KIT	36.5"	46		\$ 110.00
Model Tec	Mustang	ARF	50"	25 - 28		\$ 150.00
Model Tec	Thunder Bird Ready to Cover	Stick	48"	36		\$ 100.00
Phenix	Barbara Jean - Race Plane	ARF	1370mm	46	71	\$ 170.00
Thunder Tiger	EP Rear Bear	ARF	34'			\$ 80.00
	St Blaze Glider Electric P & P - Complete	P&P	61.5"			\$ 120.00
Global	Ricochet - Fun Fly	Stick	48"	25 - 36		\$ 100.00
Graupner	Sea Fury - Electric	ARF	900mm			\$ 100.00
Great Planes	Spirit 100 - Glider	KIT	100"			\$ 160.00
Thunder Tiger	Wisper 1400 Glider	ARF	1400mm			\$ 60.00
Thunder Tiger	Dragon Fly 15	ARF	44"			\$ 90.00
Thunder Tiger	Hawk 1500 Glider with Motor and speedy - Servo incl	ARF	1520mm			\$ 120.00
Thunder Tiger	Cessna 182	Foam	34"			\$ 90.00
Thunder Tiger	Rear Bear	Foam	34"			\$ 90.00
Thunder Tiger	Concept X Wing - Fan and Speedy	Foam	35"			\$ 100.00
Thunder Tiger	Lazy Tiger P51	ARF	53.5"	20 - 30		\$ 120.00
Thunder Tiger	F_8F Bearcat - Fglass Fuse with retracts - Painted	ARF	63"			\$ 390.00
Thunder Tiger	U-BAT - Flying Wing	Foam	60'			\$ 50.00
	Cal Boomerang - Electric - Balsa	ARF	1030mm			\$ 100.00
	Twister - Fun Fly	Stick	46.5"	28 - 40		\$ 80.00
Thunder Tiger	Cessna 177 Cardinal - Plastic ABS Blow Mould Fuse and Wings	ARF	67"	61		\$ 140.00
Thunder Tiger	Rear Bear - Race - F/Glass Fuse Retract - Started to Build	ARF	63"	90 - 120		\$ 300.00
Thunder Tiger	SEPT Fury - Racing - F/Glass Fuse - Retracts - Painted	ARF	67.75"	90 - 120		\$ 400.00
VQ	MegaFly	ARF	152cm	46		\$ 125.00
	Harvard Electric	ARF	945mm			\$ 100.00
	SR 71 Blackbird	ARF	38"			\$ 160.00
	St Fox Glider Complete RTF - Foam with Batt and Radio	RTF	1800mm			\$ 120.00

Contact Frank on 0423 033 784





**Deadline for submissions to Newsletter #39
(January/February 2017) is
Tuesday 17th January 2017.**

*Please forward any changes of mail or email address together with your
AUS Number directly to the Registrar.
dave.lewis@internode.on.net*

